

I have been a private pilot since 1999; I currently hold a multi-engine instrument rating and have accumulated approximately 250 hours of flying time. I fly for personal transportation and pleasure, renting out of Kenosha Regional Airport in Kenosha, WI, mainly to other cities within the states of Wisconsin and Illinois where I patronize local businesses.

While I do hold an instrument rating, the vast majority of my flying is under visual flight rules, since most of my flying is done on good weather days and for relatively local flights. However, if the ADIZ in the Washington, D.C. area is made permanent, pilots local to that area will have little choice but to file under IFR rules or risk being intercepted or shot down.

It is crucial to protect the assets of the nation's capital, but the proposed rule offers no such protection against those who are intent upon evil. Those that would use a means of transportation as a weapon of destruction would have no compunction about violating restricted airspace. Furthermore, light general aviation aircraft, which this rule affects, are not capable of delivering enough payload or destructive force to be a legitimate threat.

The flight restricted zone around the District and the additional security measures taken, such as the laser warning system and the deployment of U.S. Customs helicopters, are sufficient to protect the seat of our national government. This is a government that was established to protect its citizens, not to punish a large segment out of a knee-jerk reaction. Businesses already suffering in the area would suffer more, and businesses near the area would suffer if the ADIZ were adopted. Ours is also a government that derives its power from its citizens, and I urge the FAA to have public hearings on this proposal.

While I do not live in the D.C. area, I do live and fly close to Chicago, Illinois. Mayor Daley has already proven that he is not a friend to, nor will he be bothered with understanding general aviation, which is an important part of the national transportation system and economy. If the D.C. ADIZ is adopted, how long until we have a similar zone in and around Chicago and other major metropolitan areas, effectively strangling general aviation?